

**FLOOR SCHEDULE FOR FRIDAY, NOVEMBER 4, 2011**

HOUSE MEETS AT:	FIRST VOTE PREDICTED:	LAST VOTE PREDICTED:
<b>9:00 a.m.: Legislative Business</b>  <b>Five "One Minutes" per side</b>	<b>9:30 - 10:30 a.m.</b>	<b>2:00 – 3:00 p.m.</b>

**Suspension (1 Bill)**

**1. [H.R. 3321](#)** - America's Cup Act of 2011 (Rep. Herger - Transportation and Infrastructure)

**[H.Res. 455](#) - Rule providing for consideration of H.R. 2838 - Coast Guard and Maritime Transportation Act of 2011 (Rep. LoBiondo – Transportation and Infrastructure)** The Rules Committee has recommended a structured Rule that provides for one hour of general debate equally divided between the Chair and Ranking Member of the Committee on Transportation and Infrastructure. The Rule allows 18 amendments, each debatable for 10 minutes, equally divided between the offeror and an opponent. It does allow one motion to recommit, with or without instructions. It also waives all points of order against the legislation. The Rule also provides en bloc authority to the Chairman of the Committee for amendments not previously offered. En bloc amendments would be debatable for 10 minutes, equally divided between the offeror and an opponent. Lastly, the Rule provides suspension authority for any bill dealing with coastwise trade laws on Friday November 4.

The Rules committee rejected a motion by Rep. Slaughter to consider the bill under an open Rule. The Republicans also rejected many amendments offered by Democrats, including an amendment offered by Rep. Kissell, which would prohibit the U.S. Coast Guard from procuring items classified as textiles and apparel that are not grown, reprocessed, reused, or produced in the United States.

**[H.R. 2838](#) - Coast Guard and Maritime Transportation Act of 2011 (Rep. LoBiondo – Transportation and Infrastructure)** H.R. 2838 includes a three-year authorization (FY2012 – FY2014) of approximately \$25.7 billion for the operation expenses of the Coast Guard. The bill also makes changes to current law affecting marine safety, marine transportation system, and the authorities of the Coast Guard

In addition to the non-controversial Coast Guard Authorization, **the Republicans have also included the text of [H.R. 2840](#) in this legislation**, which is more controversial. HR 2840 would create a single nationwide standard for mitigating nuisance organisms in the ballast water that is discharged from commercial vessels. This single standard would preempt more stringent states' standards for ballast water discharges, and would not allow states to set their own, higher standards.

**The House is not expected to complete consideration of H.R. 2838 today.** The Rule makes in order 18 amendments:

**Rep. Lobiondo Manager's Amendment.** Relating to medical certificates issued to merchant mariners

**Rep. Shuler Amendment.** Would require the Coast Guard to give priority to persons that manufacture materials, parts, and components in the United States

**Reps. Cummings Amendment.** Would strike a provision that would eliminate an existing statutory requirement that the Coast Guard appoint an ombudsman in each Coast Guard District

**Rep. Thompson (MS) Amendment.** Would open admissions to the U.S. Coast Guard Academy to eligible candidates nominated by Congress

**Rep. Palazzo Amendment.** Would strike section 303 of the bill

**Rep. Napolitano Amendment.** Would give distant water tuna vessels in the Western Pacific Ocean the option of using Guam as their required port of call in order to meet U.S; maritime regulations

**Rep. Bishop (NY) Amendment.** Would provide states the authority to impose more protective operational requirements on the discharge of ballast water within state resource waters

**Reps. Dingell/Slaughter Amendment.** Would strike the controversial title of the bill (title 7), which disallows states from setting their own standards for the discharge of ballast water

**Rep. Huizenga Amendment.** Would freeze the Environmental Protection Agency's current vessel discharge regulatory framework for certain vessels of historic significance

**Rep. Olson Amendment.** Would require the Coast Guard to conduct a feasibility study to determine the capability, cost, and benefits of requiring the owner or operator of a manned facility, installation, unit, or vessel to locate a standby vessel nearby

**Rep. McIntyre Amendment.** Would mandate that the Marine Transportation System coordinate with local businesses to promote an efficient marine transportation system

**Reps. Cummings/Landry Amendment.** Would expand the information the Maritime administration is required to include in the determinations it makes in certain instances when a waiver of Jones Act requirements is sought

**Rep. Landry Amendment.** Would clarify Coast Guard guidance regarding the ability of U.S. flagged offshore supply vessels to carry unlimited amounts of combustible liquid-type cargo when said vessel is operating outside of U.S. waters, provided the vessel meets the safety requirements of the International Maritime Organization

**Rep. McCaul Amendment.** Would prohibit the U.S. Coast Guard from delegating vessel inspections from organizations that also provide these services of behalf of any State Sponsor of Terrorism

**Rep. Pierluisi Amendment.** Would clarify the application of the Passenger Vessel Services Act to allow vessels to transport passengers between ports in Puerto Rico-a non-contiguous jurisdiction of multiple islands

**Rep. Murphy Amendment.** Would give manufacturers the opportunity to provide information to contracting officers regarding how their bid for a contract will affect domestic employment

**Rep. Brown (FL) Amendment.** Would prohibit the Army Corps of Engineers from applying any additional peer review studies to the Jacksonville Port dredging project

**Rep. Ribble Amendment.** Would change the legislative description of a commercial vessel to include all federally owned and operated vessels, exempting military, Department of Defense, and Coast Guard vessels. This amendment would require all federal government vessels, except for those exempted in the amendment, to comply with the same ballast water rules and regulations with which the private sector must comply

***Bill Text for H.R. 2838:***

[PDF Version](#)

***Background for H.R. 2838:***

[House Report \(HTML Version\)](#)

[House Report \(PDF Version\)](#)

## The Daily Quote

"A group of 40 House Republicans for the first time Wednesday encouraged Congress's deficit reduction committee to explore new revenue as part of a broad deal that would make a major dent in the nation's debt, joining 60 Democrats in a rare bipartisan effort to urge the 'supercommittee' to reach a big deal... The letter they sent represents a rare cross-party effort for the rancorous House, and its organizers said they hoped it would help nudge the 12-member panel to reach a deal that would far exceed the committee's \$1.5 trillion mandate. Among those who signed were several dozen Republicans who had previously signed a pledge promising they would not support a net tax increase."

-The Washington Post, 11/2/11